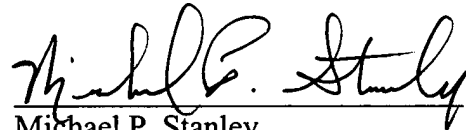


REMARKS

The foregoing preliminary amendment is filed in support of the Application of the subject invention. In this regard, the Examiner will note that the specification and drawings have been amended to provide clarification. In the marked-up version of the amended specification, the words between brackets are being deleted and those underlined are being added by the amendment, which places the amended specification in the form given above. The attached section is captioned **VERSION WITH MARKINGS TO SHOW CHANGES MADE.** It is submitted that this preliminary amendment adds no new matter to the application.

Respectfully submitted,



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VERSION WITH MARKINGS TO SHOW CHANGES MADE

On Page 4, fourth paragraph

Figure 2 is a sectional view [looking to the interior wall of the trailer with wash support equipment shown]. taken from reference line 2-2 of Figure 1

On Page 5, second through fourth paragraphs

Figure 7 is a sectional view [from the rear of the trailer looking to the forward end of the trailer to show] depicting the support equipment manifold and flexible line connection to the umbilical trunk and access port and with the view taken from reference line 7-7 of Figure 1.

Figure 8 is a sectional view [from the mid-point of the trailer looking to the forward end of the trailer with the wash support equipment shown] taken from reference line 8-8 of Figure 1.

Figure 9 is a sectional view [from the rear of the trailer looking to the forward end of the trailer] with the stowage of containment cart and removal ramps shown and with the view taken from reference line 9-9 of Figure 1.

On Page 9, third paragraph

Similar to generator 22, cooling air is provided to the power wash and steam generator 52 by an air induction elbow 56 in Figure 2. In order to conserve space in the rear of trailer 10, air induction elbow 56 attaches at hollow transition box 57 by way of air intake fan 58. Air intake fan 58 pressurizes and increases the volume of cooling air to power wash and steam generator 52. Trailer floor 16 is sectionally cut beneath transition box 57 in order to provide outside air for the intake of fan 58. Exhaust from power wash and steam generator 52 is vented through exhaust piping 59 penetrating floor 16 and exiting to the outside air through a catalytic converter muffler system (not shown).

On Page 10, third paragraph

As shown in Figure 2, receptacle 73 is also electrically coupled to a receiver 76. Another receptacle 75 in trailer 10 (shown in Figure 8) is also provided with a receiver for remote operation. Both receivers allow remote control from the vehicle wash structure of power supplied by the receptacles.

On Page 10, last paragraph

Another layer of the fire suppression system located near switch 74 is portable ABC-rated extinguisher 78 attached to trailer wall 29 by removable clips 80 and located near rear opening 18 for easy access from outside trailer 10. Additional fire protection is provided by a Halon 1211 heat-activated extinguisher. The heat-activated extinguisher 82 is shown; however, suitable substitutes may be used. Heat-activated extinguisher 82, which may be bracketed to the trailer top 17 or wall 29, releases non-toxic Halon 1301 gas when the temperature in trailer 10 exceeds 175°F. Halon 1301 gas has an advantage over other fire suppression chemicals in that it minimally damages equipment. An identical heat-activated extinguisher 84, which provides fire suppression to propane tank 88, is shown in Figure 8 on [forward trailer] the front wall 20. The combined capacity for extinguishers 82, 84 is 1500 cubic feet of Halon. Heat-activated extinguisher 84 in Figure 8 is located to be near propane tank 88.

On Page 11, last paragraph

Providing cross-ventilation and resultant cooling for trailer 10 are four cylinder fan units 96. Cylinder fan units 96, run alongside heat duct 92 and exhaust to the outside air through open sections in trailer top 17. Cylinder fan units 96 are electrically supplied by plugging into receptacle 75 (shown in Figure 3).

On Page 12, first through fourth paragraphs

Water for the vehicle wash apparatus is supplied by a forty-five gallon tank 98 and a twenty gallon tank 100. Foundations for both tanks are welded or mechanically attached to the trailer front wall 20 and/or to trailer top 17. Tributary tank 103 is a fifty-five gallon tank with a foundation on floor 16. A fill connection 104, shown in Figure 4, is provided for attachment to outside water sources [, shown in Figure 4].

As shown in Figure 8, water used in the vehicle wash structure is filtered through five-micron filters 106 bracketed to tributary tank 103. Tank 98 provides water directly to the vehicle wash structure by way of jet pump 108, founded on floor 16 and plugged into [outlet] receptacle 73 (depicted in Figure 3).

Tank 100 of Figure 8 provides water to power wash and steam generator 52 by way of jet pump 110 which has a foundation 112 on trailer front wall 20 and is hard-wired to panel 32 (shown in Figure 3).

As shown in Figure [4] 5, downstream from jet pump 110 and connected to supply piping 113 is electronic regulator valve 114, which is used to control the water pressure in supply piping 113.

On Page 13, first paragraph

Figure 9 depicts the stowage of containment cart 120 and ramps 121 when trailer 10 is in transport and when the vehicle wash apparatus is not in use. To allow for needed space, utility hose 67 is stowed in [ducting] heat duct 92.

On Page 14, last paragraph

In order to facilitate an overhead wash system, fixed sections of pipe 150 are secured by brackets 152 to wall 148. At the lower end of pipe 150 are hose couplings 154. Hose couplings 154 are used for attachment to water supply hoses from trailer 10 which run inside of flex hose 63. At the upper end of pipe 150 are couplings 156 used for attachment of the upper spray piping sections. Formed within one longitudinal edge of corner 143 is track 158 used as a guide for roller canvasses that are placed on the ends of the vehicle wash structure. A roller plate 159 with roller support 160 is mechanically affixed to corner 143 during vehicle wash structure assembly. Roller support 160 secures the roller canvasses and is used in operation with track 158. Equipment beam stud 161 is provided to secure with recess 162 of the underside of equipment beam 163. On the front side of equipment beam 163 are parallel recesses 164 provided as an attachment point for stud mounting equipment such as towel dispensers. Equipment beam 163 is also slotted for equipment panels 165. Equipment panels 165 can support items such as wash buckets 126. Also provided on corners 143 is quick-disconnect 166, an attachment point for hand-held [spray guns] sprayers 53.

On Page 15, last paragraph

To set up the vehicle wash structure, trailer 10 is moved to a designated wash site. At the site, structure containment cart 120 is winched out of the trailer 10 using wire rope 167 provided with winch 168 (shown in Figure 8). Hook 169 should be properly secured to [eyelet] eyebolt 131 of containment cart 120 (shown in Figure 11). Ramps 121 are removed from trailer 10 and hooked into recessed attachment points 170 (shown in Figure 9). Recessed attachment points 170 are spaced apart to align with the rollerbase of cart 120. Using remote winch control 171, cart 120 is pulled out of trailer 10 by an operator while restraining movement with wire cable

tension. The wire cable tension allows removal of cart 120 without strain on the operator and without possible damage to cart 120 caused by quick removal.

On Page 16, last paragraph

[Figure 14] Figures 14a and 14b [depicts] depict the aluminum structural components of the vehicle wash structure positioned for assembly. [View A] Figure 14a is an end view, depicting bottom cords 228, leg posts 229, top cords, and a top connection member 231. Bottom cord 228 is shaped as a 90° angle with square end units that have a height and width of approximately 16.5 inches. Additional strengthening of bottom cord 228 is provided by numerous cross-members 232.

On Page 17, second and third paragraphs

[View B] Figure 14b is a side view of the assemblage for the vehicle wash structure depicting bottom cords 228, leg posts 239, and top cords 230. Bottom and top cords 228, 230 have a height of approximately 16.5 inches and a length from end-to-end of approximately 143.75 inches.

Figure 15 is a section view looking from the mid-area of the containment mat 214 to its perimeter, depicting the installation of bottom cords 228 and top cords 230. In reference to this figure and subsequent figures, bottom cords 228 and top cords 230 have additional cross supports; however, the amount of supports shown was lessened for this figure and subsequent figures for a more accurate depiction of additional items of the assemblies. Bottom cord 228 rests on foundation section 222 shown with containment mat 214 [resting on surface 233]. After placement of the bottom cords 228, the bottom cords [223] are secured to each other by bolts [234] and wingnuts 235 at the mid-longitudinal point of the vehicle wash structure. Top cords

230 are then placed on bottom cord 228 but are not secured to bottom cord 228. Top cords 236 are also attached by bolts [234] and wingnuts 235.

On Page 19, third paragraph

Figure 18 depicts the placement of jack 270 placement from the front end of the vehicle wash structure looking toward top cords 230 angled relative to a surface [233]. To elevate top cords 230, connection member 231 is jacked up at one end by jack 270 pivoting at the other end 291 shown by direction arrows 292.

On page 21, first and second paragraphs

Using Figures 12 and 16 for guidance, feeder main 246 is secured to affixed piping 150 at coupling 156 on corner 143. Equipment beam 163 is secured to stud 163 at recess 162. Equipment panels 165 are inserted into slots in equipment beam 163 and stud securing items such as a towel dispenser are placed in parallel recess 164. [Spray guns] Hand-held sprayers 53 are attached for supply at quick-disconnect 166.

Figure 21 is a side view of the vehicle wash structure showing side canvass 336 as a shaded area with a cutaway section to show placement of equipment within the structure. Water hoses, air lines, heating lines and air conditioning lines from equipment located in trailer 10 are brought out and connected to wash vehicle structure 330 through utility hose 67. Water for the wash system is connected to the hose couplings 154 (shown in Figure 12) by a hose emitting from flex hose 63 which runs through utility hose 67. Utility hose 67 sizably fits in an area cleared by the pulling back of side canvass 336 and between structural members of bottom cord 228 as indicated by direction arrows 350. As canvass 336 is pulled back, eyelets 346 are secured to each other or bottom cords 228 by tiewrap 352. In the final assembly step for the vehicle wash apparatus, triangular plate 353 connected to utility hose 67 is then placed between the

structural members of bottom cord 228 and mechanically connected. Time for assemblage of the vehicle wash apparatus by two operators should be approximately 30 minutes.

On Page 22, first paragraph

Wash water and run-off dispensed within vehicle wash structure 330 are captured by sump filter 354 within containment mat 214 on which the water will naturally gather from the natural draining topography of the parking area. As shown in Figure 22 as well as in Figure 21, wash water is pumped back to trailer 10 through hose 355 and onto flex hose 63 contained in utility hose 67 for filtration processing by means of a double diaphragm air compression siphon sump pump 356 connected to sump filter 354 by hose 358. Sump pump 356, which can be located in or outside trailer 10, is preferably a one-third horsepower pump; however, suitable alternatives may be used. Sump pump 356 is a plug-in type pump electrically supplied by a 20-amp circuit, shown in Figure 3.

On Page 23, first paragraph

Washing of the vehicle is executed by means of hand-held [wash guns] sprayers 53, overhead foot control spray systems, and uniform straight-line hand washing with high nap virgin rinsed and clean detail clothes. Hand wax and polish is in the same straight-line uniform pattern to ensure that total coverage of the vehicle is addressed.